

REMARKS

Reconsideration of this application is respectfully requested in view of the foregoing amendment and the following remarks.

Claims 1-8 were pending in this application. Claim 1 has been cancelled, claim 9 has been added in its place, and claims 2-8 have been amended to adjust their dependency to new claim 9 and/or to make minor changes of form. Accordingly, claims 2-9 will be pending herein upon entry of this Amendment. Support for new claim 9 can be found in original claim 1 and throughout the specification and drawings. For the reasons stated below, Applicant respectfully submits that all claims pending in this application are in condition for allowance.

In the Office Action, claims 1-5 and 7 were rejected under 35 U.S.C. §103(a) as being unpatentable over Delfeld (U.S. Patent No. 3,807,346); claim 6 was rejected under 35 U.S.C. §103(a) as being unpatentable over Delfeld in view of Imaeda (U.S. Patent No. 5,507,672); claim 8 was rejected under 35 U.S.C. §103(a) as being unpatentable over Delfeld in view of Aschauer, et al. (U.S. Patent No. 3,680,315); and claims 3-5 were rejected under 35 U.S.C. §112 as being indefinite for failing to particularly point out and distinctly claim the subject matter which applicant regards as the invention.

To the extent these rejections might still be applied to claims presently pending in this application, they are respectfully traversed.

The Office Action relies heavily on the disclosure of Delfeld. While there are some basic similarities between the claimed invention and Delfeld, there are also very important differences. For example, the main similarity is that the power cylinders are arranged in a sheltered space

within the ship. On the other hand, the main difference between the present invention and Delfeld is that Delfeld uses a reversing bucket that pivots about a vertical axis, whereas the claimed invention uses a reversing bucket that pivots about a horizontal axis.

Moreover, the reversing device of Delfeld is not arranged on the steering device 18, but is connected to reversing shaft 30 which in turn is fixedly, pivotally arranged (via bearings 44) in the ship's body and a mounting means 20.

Furthermore, the additional cylinder 38 of Delfeld can not be interpreted as "arranged at the turning device," As claimed In Delfeld, the vertical shaft 22 has to be seen as the feature that corresponds to the "turning device" of the claimed invention. Hence, the additional cylinder 38 is not arranged at the turning device 22 of Delfeld.

Further still, it is evident that Delfeld also does not disclose the limitation "wherein movement of said additional (hydraulic) cylinder (38) produces a horizontal pivoting movement of said reversing device (16)," as recited by new claim 9.

Finally, Applicant submits that a horizontal pivoting movement of a reversing device would not be combinable with Delfeld for at least two reasons. Firstly, there would not be sufficient space to allow for such a pivotal movement of the reversing bucket due to the limited space available between the steering device 18 and the bottom of the sheltered space positioned there above. Secondly, the use of a horizontally moving reversing bucket is essential to the invention, especially considering that a vertically moving reversing bucket creates side forces that influence the steering capability of the ship.

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In view of the foregoing all of the claims in this case are believed to be in condition for allowance. Should the Examiner have any questions or determine that any further action is desirable to place this application in even better condition for issue, the Examiner is encouraged to telephone applicants' undersigned representative at the number listed below.

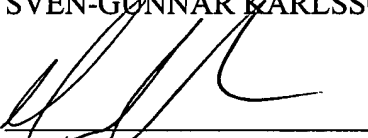
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